UPDATED: 16 June 2004

BALLAST/DE-BALLAST SYSTEM CHECK SHEET
FOR USS _____
DATE:_____

REF: (a) NWP 3-20.31
(b) NSTM 079 V2
(c) COMNAVSURFLANTINST 3340.3
(d) NSTM 077
(e) LSD PMS 5295/001, A-1
(f) LHD PMS 5293/002, A-1
(g) Ship's SIB FOR BALLASTING
(h) Ship's EOSS/BOSS
(i) Ship's Console Tech Manual
(j) Joint Fleet Maintenance Manual (JFMM)
(k) LHA/LHD Ballast Tank Relief Valve PMS 1230/004-A2 (S-1, R-2)

Table: (1) Ballast times by ship class

	IAW	SAT/ UNSAT
A. BALLAST CONTROL/SYSTEM PRE UNDERWAY CHECKS:		
1. Is a ballast bill promulgated for the ship?	(CINCLINST 3340.3, NSTM 079 V2, NWP 3-20.31)	
2. Is a copy of CINCLINST 3340.3b located in Ballast control?		
3. Is the ship information book for ballasting located in ballast control?		
4. Is there a schematic layout of the ballast system piping and valve locations, located in ballast control?		
5. Is a ballasting log maintained and correct? Should cover: commencing and securing of ballasting/deballasting, starting and stopping of ballast compressors, starting and stopping of HPU's, starting and stopping of stern gate equipment, holding ballast, and any changes to the ballast system.		
6. Is there a ballast operating sequencing system (BOSS/EOSS) in ballast control?	(CINCLINST 3340.3)	
7. Review the ballast plan and attend ballast brief. Was there any ballast/ deballast limitation?		
8. Does the ballast consol/system have PMS for periodic operational checks?		
9. Review ships Ballasting Technical Manual: Document tech. manual number in IAW column.		
10. Review any TSO for ballast system.		
11. Review CSMP and 8's for material issues.		
B. COLD CHECKS FOR PROPER OPERATION:	EOSS C.P. NO. CONS	
1. Does heater on/off/power switch have power?	EOSS C.P. NO. CONS	
2. Is the alarm / lamp test sat with no discrepancies? - ( ) of ( ) lights were inop.	EOSS C.P. NO. CONS W-1 PMS	
3. Are hydraulic power units aligned?	EOSS C.P. NO. CONS	
4. Will HPU station start from the console?	EOSS C.P. NO. CONS	
5. Are panel valve indicators correctly illuminated? (Ensure all "sea", "vent", "blow", "fm fill", and "drain" valve (close) indicator lights are illuminated.)	EOSS C.P. NO. CONS	
6. Are air compressor "stop" and diverter blow "BO" indicator lights illuminated?	EOSS C.P. NO. CONS	
7. Does the HPU indicators indicate the proper status?	EOSS C.P. NO. CONS	
8. Does the de-ballast air compressor (DBAC) indicate the proper status?	EOSS C.P. NO. CONS	
9. Are all draft gauges operating correctly?	EOSS C.P. NO. CONS	
10. Are all tank level indicators (TLI) operating correctly ?	EOSS C.P. NO. CONS	
11. Are TLI'S calibrated? - ( ) of ( ) were not calibrated.	JFMM/CRL/CIL	
12. Are firemain gauges operating correctly?	EOSS C.P. NO. CONS	
13. Are communications operational with well deck control?	EOSS C.P. NO. CONS	
14. Does the "transfer control" from DCC to well deck control operate?	EOSS C.P. NO. CONS	
15. Is there adequate emergency lighting?		
16. Review deck and auxiliary pre-underway requirement. Determine whether ship is safe for ballast/de-ballast demonstration.		
17. Are cross-flooding ducts installed and operational? (LPD/LSD)		
18. Is there a rubber mat in front of the ballast control console?		
19. Are tank relief valves set and with in periodicity?	LHA/LHD: Ref. (k) S-1, R-1	( ) of ( ) were not set.
a. Hand lift tank relief valves. ( ) of ( ) were unsat.	Ref. (k) R-2	
20. Are all gages used in ballasting on the ballast control consol or well deck control console calibrated? (Draft gages, air main gages, DBAC discharge pressure gages)	JFMM/CRL/CIL	
21. Does the ballast console operate IAW the SIB and the BOSS?	SIB/BOSS/EOSS	
22. Are air main unloading valves operational and in good condition?	Ships SIB	
23. Was the Ballast Control Console able to start and stop De-ballast Air Compressors?	Ships SIB	
24. Was the Ballast Control Console able to start and stop HPUs?	Ships SIB	
25. Was the Ballast Control Console able to monitor De-Ballast Air Compressors discharge pressure?	Ships SIB	
26. Was the Ballast Control Console able to monitor air main pressure?	Ships SIB	
C. BALLAST DEMONSTRATION: **Note: Some of these item are completed during Pre-ballast checks.**	SHIP BOSS, EOSS, SIB. PMS A-1R, A-1	
1. Inspect pre-ballast if required. (maybe done prior to underway)		
2. Is the ballast/deballast console fully operational?		
3. Was the ship able to ballast to its full capabilities?		

	IAW	SAT/ UNSAT
4. Is the ship able to ballast down in the required time? 15 Down for LPD, LSD, LHA, LHD.	SHIPS SIB	
5. Were all lights and indicators operating?		
6. Did all push buttons operate on the ballast console?		
7. Did all sea valves operate (remotely)? ( ) of ( )were inop		
a. Locally: ( ) of ( ) were inop		
8. Did all vent valves operate (remotely)? ( ) of ( ) were inop		
a. Locally: ( ) of ( ) were inop		
9. Did firemain fill valves operate (remotely)? ( ) of ( ) were inop.		
a. Locally: ( ) of ( ) were inop		
10. Did tank drain valves operate (remotely)? ( ) of ( ) were inop.		
a. Locally: ( ) of ( ) were inop		
11. Did all HPU stations operate with in parameters?		
12. Did the gravity drain valves operate (remotely)? ( ) of ( ) inop		
a. Locally: ( ) of ( ) inop		
13. Did the blow valves operate (remotely)? ( ) of ( ) inop		
a. Locally: ( ) of ( ) inop		
14. Did the TLI's track accurately?		
15. Did the draft gauges accurately track the well deck levels.		
16. Did the well deck drain valves operate?		
17. Did all the deballast air compressors operate with in parameters?		
18. Did the air pressure gages accurately track system air pressure?		
19. Was the ship able to deballast in the required time? **(30 minutes for LPD,LSD and LHA) (60 minutes for LHD)**	HIPS SIB	
20. Was the ship able to follow BOSS/EOSS, were there any conflicts between (BOSS/EOSS, liquid loading diagram, ballast SIB, ship's DC book and the Standard Notes for Oil King)		
21. LSD's: Cross connect HPU and operate the other stations valves.	EOSS	
22 LSD's: Fill HPU Lube oil tank level.	EOSS	
23 LHD 6: Did the ships ballast tank stripping system operate on the rapid ballast tanks? Did the Valve uncovered alarm sound?	EOSS, SHIPS SIB	
F. WELL DECK SECURING MATERIAL:		
1. Is shoring material available as required by AEL?		

Table (1)
BALLAST TIMES BY SHIP CLASS

CLASS	PRE-BALLAST TO BALLAST DOWN TIME (MIN)	DEBALLAST TO PRE-BALLAST LEVEL TIME (MIN)	BALLAST SILL DEPTH (FT)	FORWARD WELL DEPTH (FT)
LHD 1-4	15	30	10	4
LHD 5-8	15	60	10 (6" aft of frame 129)	4 (Frame 91)
LHA1 CLASS	15(+)	30(+)	10	4
LPD4 CLASS	15-30**	30	8 (7)*	4 (3)*
LSD 41-48	75	150	10	6 (Frame 35)
LSD 49-52	75(++)	150(++)	10	6 (Frame 93)

* Note: On the LPD4 Class, lower ballast depths are acceptable if the ship is in a light load condition.
** Note: Per SIB, Ballast time will vary depending on the initial load condition.
+ Note: The LHA Class ballast times are under review because for stability concerns the ships are only able to fill (or have slack) two of their six rapid ballast tanks at a time.
++ Note: Per NAVSSES Philadelphia message DTG: 221412Z APR 04, there will be no distinction in the ballasting EOSS between LSD 41 and LSD 49 (cargo variant) ships. For stability concerns on LSD 41 thru LSD 52 no more than 4 of the 19 centerline ballast tanks can be filled (or be slack) at any given time.

REMARKS:

ASSESSOR(S):_____ _____ DATE: _____